BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU

ANGMS 24620D
14 FEBRUARY 1995

AUTOMATIC TEST STATIONS
(F-16 C/D)

---

1. Objective. This standard is published as prescribed in AFI 38-201, *Determining Manpower Requirements.* This Air National Guard Manpower Standard (ANGMS) quantifies the full-time manpower required to accomplish the tasks described in the work center description for varying levels of workload volume.

2. Authority. Air National Guard Regulation 66-14, *Maintenance Management*, 13 July 1988, contains policy and procedural guidance for the Automatic Test Stations work center. This ANGMS has been developed in accordance with procedures contained in AFPAM 38-208V1, *Air Force Management Engineering Program (MEP) Processes,* formerly AFR 25-5.

3. Applicability. Applies to all ANG Fighter Wings and Groups possessing F-16 C/D mission design series (MDS) aircraft. This standard applies to peacetime operations only.

4. Standard Data:

a. Classification. Type II.
b. Approval Date. 15 June 1994.
c. Man-hour Data Source. Operational Audit method (historical record and technical estimate techniques).
d. Standard Man-hour Equation. $Y = 179.2 + 1.531X$.
e. Workload Factor:
(1) Title. A Programmed Flying Hour.
(2) Definition. The average monthly programmed flying hours for ANG F-16 C/D MDS aircraft.
(3) Source. USAF Program Document, Volume II, maintained by NGB/FM.

5. Application Instructions:

a. The valid man-hour range for this ANGMS is 517.25 through 1060.20.
b. This ANGMS is appropriate for use with all peacetime civilian man-hour availability factors.
c. Determine the whole manpower requirements for this work center by substituting the appropriate workload value in paragraph 4e for the X value in the man-hour equation in paragraph 4d. The resultant number will be divided by the current civilian man-hour availability factor which will produce fractional manpower requirements. Use the fractional manpower table provided by ANGRC/XPME to determine requirements.
d. Refer to attachment 2, AF Form 1113, Standard Manpower Table, to determine specific Air Force specialties.

6. Statement of Conditions. The conditions listed below had no affect on the development of this standard, nor will they affect future applications. Analyses of these levels of service indicate no manpower impact:

a. Minimum response rates.
b. Minimum manpower levels.
c. Standardized crew complements.
d. Safety considerations.
e. Aircraft turn-around time.
f. Length of waiting periods.
g. Levels of backlog.
h. Hours of operation.

OPR: ANGRC/XPME (Ms. D. Reamy)

Certified by: NGB/CF (Col P. S. Kimmel)
Pages: 7/Distribution: F, X

DONALD W. SHEPPERD
Major General, USAF
Director, Air National Guard

OFFICIAL

DEBORAH GILMORE
Chief
Administrative Services

2 Attachments
1. Work Center Description
2. Standard Manpower Table

WORK CENTER DESCRIPTION

Automatic Test Stations
(F-16 C/D)

DIRECT:

1. AUTO TEST STATION EQUIPMENT MAINTENANCE. Maintains specific line replaceable unit (LRU) by inspecting, troubleshooting, repairing, calibrating, and aligning.

1.1. MAINTAINS LRU ON DISPLAY OR INDICATOR TEST STATION:

1.1.1. MAINTAINS HORIZONTAL SITUATION INDICATOR.

1.1.2. MAINTAINS ATTITUDE DIRECTIONAL INDICATOR.

1.1.3. MAINTAINS AZIMUTH INDICATOR.

1.1.4. MAINTAINS WIDE ANGLE CONVENTIONAL DISPLAY UNIT.

1.1.5. MAINTAINS WIDE ANGLE CONVENTIONAL ELECTRONIC UNIT.

1.1.6. MAINTAINS ENHANCED PROGRAMMABLE DISPLAY GENERATOR.

1.1.7. MAINTAINS MULTIFUNCTION DISPLAY.

1.2. MAINTAINS LRU ON COMPUTER OR INERTIAL TEST STATION:

1.2.1. MAINTAINS FLIGHT CONTROL COMPUTER.

1.2.2. MAINTAINS ACCELEROMETER.

1.2.3. MAINTAINS RATE GYRO.

1.2.4. MAINTAINS ELECTRONIC CONTROL ASSEMBLY.

1.2.5. MAINTAINS ENHANCED FIRE CONTROL ASSEMBLY.

1.2.6. MAINTAINS STANDARD INERTIAL NAVIGATION UNIT.

1.2.7. MAINTAINS DATA TRANSFER UNIT.

1.2.8. MAINTAINS DATA TRANSFER CARTRIDGE.

1.2.9. MAINTAINS FLIGHT CONTROL PANEL.

1.2.10. MAINTAINS DATA ENTRY DISPLAY.

1.2.11. MAINTAINS DATA ENTRY ELECTRONIC UNIT.

1.3. MAINTAINS LRU ON PROCESSOR/PNEUMATIC TEST STATION:

1.3.1. MAINTAINS PNEUMATIC SENSOR ASSEMBLY.

1.3.2. MAINTAINS CENTRAL AIR DATA COMPUTER.

1.3.3. MAINTAINS MISSILE REMOTE INTERFACE UNIT.

1.3.4. MAINTAINS ADVANCED CENTRAL INTERFACE UNIT.

1.3.5. MAINTAINS JETTISON REMOTE INTERFACE UNIT.

1.3.6. MAINTAINS CONVENTIONAL REMOTE INTERFACE UNIT.

1.3.7. MAINTAINS TRANSMISSION LINE COUPLER.

1.3.8. MAINTAINS ADVANCED MISSILE REMOTE INTERFACE UNIT.

1.3.9. MAINTAINS PROGRAMMABLE SIGNAL PROCESSOR.

1.3.10. MAINTAINS SIGNAL PROCESSOR.

1.4. MAINTAINS LRU ON RADIO FREQUENCY TEST STATION:

1.4.1. MAINTAINS IDENTIFICATION FRIEND OR FOE (IFF) RECEIVER TRANSMITTER.

1.4.2. MAINTAINS RADAR ANTENNA.

1.4.3. MAINTAINS MODULAR LOW POWER RADIO FREQUENCY UNIT.

1.4.4. MAINTAINS FREQUENCY SELECTIVE RECEIVER SYSTEM (FSRS).

1.4.5. MAINTAINS FSRS RECEIVER CONTROLLER.

1.4.6. MAINTAINS C/D BAND AMPLIFIER.

1.4.7. MAINTAINS E/J BAND AMPLIFIER.

1.4.8. MAINTAINS DUAL MODE TRANSMITTER.

2. AUTOMATIC TEST STATION MAINTENANCE. Maintains automatic test station by inspecting, troubleshooting, repairing, calibrating, and aligning.

2.1. PERFORMS CONFIDENCE TESTING.

2.2. PERFORMS DIAGNOSTIC TESTING.

2.3. PERFORMS PERIODIC MAINTENANCE:

2.3.1. PERFORMS 30-DAY PERIODIC EVALUATION (PE).

2.3.2. PERFORMS 60-DAY PE.

2.3.3. PERFORMS 90-DAY PE.

2.3.4. PERFORMS 180-DAY PE.

2.3.5. PERFORMS 360-DAY PE.

2.4. TROUBLESHOOTS AND REPAIRS STATION. Maintains automatic test stations by inspecting, troubleshooting, manual and automatic aligning, calibrating, and repairing station component.

3. MANUALLY TESTED EQUIPMENT MAINTENANCE. Maintains specific LRU by inspecting, troubleshooting, aligning, modifying, and repairing.

3.1. MAINTAINS VERY HIGH FREQUENCY SYSTEM.

3.2. MAINTAINS MODE 4 SYSTEM.

3.3. MAINTAINS ULTRA HIGH FREQUENCY SYSTEM.

3.4. MAINTAINS SECURE VOICE SYSTEM.

3.5. MAINTAINS INTERCOMMUNICATIONS SET.

3.6. MAINTAINS IFF SYSTEM.

3.7. MAINTAINS TACTICAL AIR NAVIGATION SYSTEM.

3.8. MAINTAINS COCKPIT TELEVISION VIDEO SYSTEM.

3.9. MAINTAINS EMERGENCY BEACON RADIO.

3.10. MAINTAINS THROTTLE QUADRANT AND GRIPS.

3.11. MAINTAINS PILOTS CONTROLLER GRIP ASSEMBLY.

4. PRODUCTION SCHEDULING AND ASSET MANAGEMENT:

4.1. REVIEWS REPORT. Uses various supply documentation, listings, status boards, and Core Automated Maintenance System to determine repair capabilities and job priority. Coordinates with supply or technician to reconcile discrepancy.

4.2. RECEIVES LRU OR PART. Receives item, checks, and annotates documentation, packs or unpacks, stores in appropriate location, and logs into system.

4.3. COORDINATES AND SCHEDULES ACTIVITY. Upon reviewing report and receipt of item, coordinates and schedules maintenance activity through CAMS and status board.

4.4. SCHEDULES AND MONITORS TIME COMPLIANCE TECHNICAL ORDER (TCTO) PROGRAM.

4.5. PREPARES SUPPLY CORRESPONDENCE. Prepares and submits letter concerning mission impact, linkage/delinkage, local purchase, or supply difficulty to Base Supply.

4.6. COORDINATES SUPPLY PROBLEM. Works with Shop Service Center, MICAP (Mission Capable) monitor, and Item Managers to rectify parts problem and expedite delivery.

5. PECULIAR SUPPORT EQUIPMENT MAINTENANCE. Inspects, troubleshoots, calibrates, aligns, and repairs equipment.

6. TCTO MAINTENANCE. Performs maintenance required on the test stations to comply with the TCTO.

7. TECHNICAL DATA SUB-ACCOUNT MAINTENANCE. Receives and posts data and changes to technical order file. Maintains file for serviceability.

8. KIT PROOFING. Performs kit proofing on hardware and software changes on test stations, interface test adapters, and LRUs.

9. DOCUMENTATION. Enters maintenance data into computer and completes aircraft record.

10. HAZARDOUS WASTE MANAGEMENT PROGRAM:

10.1. PROCESSES HAZARDOUS WASTE. Identifies, labels, contains, and disposes of hazardous waste.

10.2. MAINTAINS COLLECTION FACILITY. Maintains hazardous waste accumulation point, satellite collection area, and container.

10.3. MAINTAINS PROTECTIVE EQUIPMENT. Inspects and maintains protective equipment.

11. UNIT TRAINING ASSEMBLY (UTA) PREPARATION. Performs planning and scheduling task associated with preparation for UTA.

INDIRECT: Indirect work involves those tasks that are not readily identifiable with the work center's specific product or service. The major categories of standard indirect work are Supervision, Administration, Meetings, Training, Supply, Equipment Maintenance, and Cleanup. See AFMS 00AA for the standard indirect description.

STANDARD MANPOWER TABLE											
WORK CENTER/FAC Automatic Test Stations/24620D			APPLICABILITY MAN-HOUR RANGE 517.25 - 1060.20								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Avionics Systems Avionics Test Stn & Cmpnt	2AXX 2A0X1B	CIV CIV	1 3	1 4	1 5	1 6					
TOTAL			4	5	6	7					
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
TOTAL											

AF FORM 1113, Jun 91 (COMPUTER GENERATED). PREVIOUS EDITION IS OBSOLETE